

APR 9 1926

DETROIT

Automotive Daily News

PASSENGER TRUCK TIRES TRACTOR ACCESSORIES

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A. R. B. A. LOOKS FORWARD TO 1927 ROAD CONVENTION

Plans for Event to Be Completed at May Meeting

Special from A. D. N. Washington Bureau

WASHINGTON, April 8.—Progress of the road building industry in the United States during the present year will be climaxed by the 1927 road show and convention of the American Road Builders' Association plans for which will be completed at the yearly meeting of the organization to be held in New York city May 14 next.

Representatives of the United States Bureau of Good Roads will attend the meeting in May. Thomas H. MacDonald, chief of the bureau, announced today. More than 35,000 engineers, contractors and highway officials are expected to attend the 1927 convention, representing all parts of North and South America. A large part of the association will be in attendance at the May meeting.

Annual improvement of more than 40,000 miles of highways as a result of the combined efforts of Federal, state and local agencies will continue during the next few years, Mr. MacDonald said today. During the past several years the mileage of improvements on American highways has exceeded that figure, he added.

Although Mr. MacDonald would not venture a prediction of the probable number of miles to be improved in the United States during the next few years, he expressed the belief that the proved economy of good roads will do much to influence an increase over the programs of the preceding years.

He stressed the need for the immediate improvement of all roads included in the Federal aid and state highway systems by widening, surfacing and elimination of danger points.

"We can promote the best interests of the nation at large in this manner," Chief MacDonald explained, "both in the matter of economy and the welfare of its industry. The increased traffic on our public highways has not only made their immediate improvement a matter of good policy for public convenience, but equally necessary to obtain the lowest possible cost of highway transportation."

REEVES OFF ON SPRING TOUR OF MOTOR PLANTS

New York, April 8.—Alfred Reeves, general manager of the National Automobile Chamber of Commerce, left last night, for a ten days' tour of the Indiana automobile plants. He will visit Indianapolis, Richmond and the other Hoosier towns where automotive manufacturing is carried on. This is Mr. Reeves' annual spring swing around the circuit and he will later visit other automotive manufacturing sections.

Yellow Drivurself to Operate on Pacific Coast

San Francisco, April 8 (U. T. P. S.).—The Yellow Drivurself Stations, Inc., has been organized in San Francisco with \$5,000,000 capital, and will operate a chain of automobile renting stations in all Pacific Coast cities from San Diego, Cal., to Vancouver, B. C.

John Hertz of Chicago, the president of the Yellow Truck and Coach Manufacturing Company and originator of the Drivurself System, is the prime mover of the organization. Other leading directors include William Wrigley, Jr., of Chicago; Albert Lasker of Chicago; Arthur O. Smith, president of the

Yellow Checker Cab Company of San Francisco and Los Angeles; William F. Humphrey, San Francisco attorney; H. F. Alexander of Tacoma, Wash., president of the Pacific Steamship Company; Herbert Fleishhacker, San Francisco, banker; Alden Anderson, Sacramento, banker; Samuel M. Jackson, Tacoma, banker.

The officers of the new company are: John Hertz, president; W. F. Fielder, vice-president and general manager; V. E. Wilson, secretary, and Victor Klinker, treasurer. The headquarters of the company will be in San Francisco.

NEW FEATURE FOR SHOW IS PLANNED

Next Boston Event to Exhibit Modern Servicing

Boston, April 8.—There is every likelihood that the Boston Automobile Show in 1927 will include a special section devoted to the demonstration of modern methods of servicing motor cars and trucks as one of its leading features, according to an announcement made by General Manager Chester I. Campbell.

The Boston show enjoys the sanction of the National Automobile Chamber of Commerce and the Motor and Accessory Manufacturers Association and will no doubt follow the example already set by both the New York and Chicago shows. Manager Campbell said.

The subject will be taken up for settlement at the next meeting of the Boston Automobile Dealers Association, sponsors of the Boston show. Just how large a space will be devoted to this feature, or upon what scale it will be carried out, was not announced.

The same meeting of this association will be given up to a discussion of ambitious plans for the 1927 show, which will be the 25th, and therefore the Silver Jubilee.

Auto Depreciation Now Fixed at 25%

Special from A. D. N. Washington Bureau

Washington, April 8.—The taxable depreciation of automobiles is held to be 25 per cent. per year, according to a decision announced by the United States Board of Tax Appeals in holding that the Merkle Broom Company, in its annual tax return, might charge off that sum for depreciation.

The decision of the board virtually overrules the ruling of the Bureau of Internal Revenue, which generally has allowed deductions of but 20 per cent. per year. The company, a taxpayer in Illinois, had charged off 33 1-3 per cent. depreciation on its automobile equipment.

CANADIAN FORD MEETING

Detroit, April 8.—Ford Motor Company of Canada will hold annual meeting April 26.

HUPP EXPORTS JUMP 38% IN FIRST QUARTER

Detroit, April 8.—The Hupp Motor Car Company's export shipments in the first quarter of 1926 show an increase of 38 per cent. over the first quarter of 1925. March shipments were 61 per cent. over March, 1925. Shipments of Hupp sixes abroad during March exceeded \$600,000.

Employment Jumps 55% in Cleveland

Cleveland, April 8.—Due largely to the increase in activity at local automobile and accessory manufacturing plants, labor employment in Cleveland in March jumped 55 per cent. over the records for February, according to announcement today by B. C. Seiple, city employment commissioner. The employment total was also 12 per cent. higher than March, 1925, Seiple revealed.

Another indication of the activity in local automotive plants is the heavy demand for skilled mechanics and for workers on bodies from local body manufacturing plants. The employment bureau has standing orders from all the plants for these workers and the plants also are making free use of newspaper space in advertising for these types of employees.

DODGE ESTABLISHES ANOTHER SALES MARK

Detroit, April 8.—A new high record in retail sales was established by Dodge Bros. dealers in the week ended April 2, when 9,104 cars and Graham Bros. trucks were placed in the hands of buyers. This is a gain of 2,646, or 41 per cent., over the corresponding period a year ago, when the total was 6,458, and 11 per cent. over week ended March 27 this year, when total sales were 8,202.

AUBURN SALES RISE

Auburn, Ind., April 8.—The Auburn Automobile Company sold 8,396 cars in the first three months of this year, against 439 cars in the first quarter last year.

Commercial car registrations throughout the entire country will be found on Page 4 of this issue.

ON PEERLESS BOARD



CHARLES H. LARSON

Cleveland, O., April 8.—Charles H. Larson of the firm of Cutting Larson, Peerless distributor for the Eastern Atlantic territory, with headquarters in New York City, was elected to the board of directors of the Peerless Motor Car Company at the meeting of the board here yesterday. The only other new director elected was Charles A. Tucker, general sales manager.

CHEVROLET SETS NEW HIGH MARK

Output of 65,041 Cars Achieved During Past Month

Special from A. D. N. Detroit Bureau

Detroit, April 8.—Chevrolet made 65,041 automobiles in March, breaking all existing records for one month's production of three-speed transmission cars, according to announcement by officials of the company.

The March manufacturing schedule was originally set for 57,500 cars, but this was increased when dealer demands made more cars imperative. In order to turn out the number actually produced, with twenty-five working days, the factory had to average more than 2,601 cars daily. The figure represents a total increase in production over March a year ago of 23,659 vehicles.

January and February, this year, also established records. In January 46,182 units were produced, three times as many as in the same month of the previous year; in February 51,303 cars were made, practically doubling the output of February, 1925.

Unprecedented demand throughout the winter months for the new Chevrolet line has necessitated high-pressure day and night shifts at the factory. A new record for April production is practically assured, officials say.

BUICK DELIVERIES

New York, April 8.—In the first five days of April retail deliveries in Greater New York by Buick Motor Company were 417, against 216 in the same period last year.

FORD CO. PROFITS FOR 1925 LOWER THAN FOR 1924

Surplus \$622,366,893, As Compared With \$542,476,496

BOSTON April 8.—Held due to lower prices announced last year, the Ford Motor Company's net profits for 1925 were smaller than for 1924, according to the company's balance sheet filed with the commissioner of corporations in Massachusetts. Increased costs incident to introducing new models were also a factor.

Profit and loss surplus at close of 1925 was \$622,366,893, comparing with \$542,476,496 at end of previous year, a gain of \$79,890,397. Assuming that dividends last year were equal to those paid in 1924—\$14,670,000—to the three owners of the Ford Motor Company, Henry Ford, Mrs. Ford and Edsel B. Ford, indicated profits for 1925 were \$94,560,397, or \$547.71 a share, earned on the outstanding 172,645 shares of stock.

This compares with the indicated profit of \$115,105,416, or \$667.48 a share, in 1924. The 1925 statement makes no mention of good will which in 1924 stood at \$20,517,985.

If, on the other hand, the item of goodwill was written off in 1925, this, of course, would increase the indicated profit by \$20,517,985, or over \$118 a share, making total earnings last year of \$666.55 a share on this basis.

The 1925 profits resulted from production of 1,967,117 cars, trucks and tractors in domestic plants and 136,461 foreign cars and trucks, making a grand total of 2,103,578 units, indicating a profit of \$44.90 a unit. This compares with per unit profit in 1924 of \$47; of \$37 in preceding 10 months and \$77 per unit in year ended February 28, 1925.

The annual profit per finished vehicle is probably considerably

(Continued on Page 8)

A. E. A. Elects New Firms to Roster

Chicago, April 8.—Announcement is made by the Automotive Equipment Association of the election of the following members at the mid-convention meeting held here last week:

JOBBERS

Brown Rogers Dixon Hardware Company, Winston-Salem, N. C.; Buford Brothers Nashville, Tenn.; Butler Brothers Company, Inc., Columbus, Ga.; Cameron and Barkley Company, Charleston, S. C.; Central Rubber and Supply Company, 129 S. Meridian St., Indianapolis, Ind.; Chesapeake Auto Supply Company, 735 Granby St., Norfolk, Va.; I. J. Cooper Rubber Supply Company, Cincinnati, O.; Forncrook Hardware and Paint Company, Burlington, Vt.; A. S. Hatcher Company, Macon, Ga.; Long Lewis Hardware Company, Bessemer, Ala.; Magic Auto Supply Company, 357 E. Main St., Hartford, Conn.; Patrick's, Inc., 15 W. Church St., Jacksonville, Fla.; Peden Iron and Steel Company, Houston, Tex.; Wyoming Automotive Company, Caspar, Wyo.

MANUFACTURERS

Badger Rubber Works, Cudahy, Wis.; Billings and Spencer Company, Hartford, Conn.; Hardie Manufacturing Company, Hudson, Mich.; Holley Carburetor Company, Detroit, Mich.; Irving Engineering Company, 74 Jewett Ave., Buffalo, N. Y.; Watervliet Tool Company, Inc., Albany, N. Y.; Yellow Jack-It Manufacturing Company, 551 W. Monroe St., Chicago, Ill.

NEW BILL WOULD REGULATE BUSES

Measure, if Passed, May
Establish Pre-
cedent

Washington, April 8.—A bill introduced this week in the House by Representative Isaac Bacharach of New Jersey would regulate interstate commerce by motor buses operating as common carriers of passengers for hire through the interstate tunnel now being constructed under the Hudson River between Manhattan and Jersey City and over the interstate bridge now being constructed across the Delaware between Philadelphia and Camden.

The progress of the bill is being watched with keen interest, for its enactment would serve as a precedent and pave the way for general legislation on this subject, it is claimed.

Mr. Bacharach declared that the purpose of his bill is to apply the same regulation to such buses as apply to similar motor buses doing an intrastate business in these states. Prior to March, 1925, it was generally assumed that in the absence of regulation by Congress motor buses doing an interstate business were obliged to comply with the laws of the states in which they operate. In recent cases decided by the United States Supreme Court held that the state laws governing the operation of motor buses for hire could not be enforced as against carriers of passengers by motor buses doing interstate business.

The result, proponents of the Bacharach measure declared, has been to permit indiscriminate motor bus operation. Many intrastate motor bus lines have been extended a short distance into an adjoining state for the purpose of escaping from the regulation of the state in which they operate.

INDIANA S. A. E. HOLDS WELL-ATTENDED MEETING

Indianapolis, Ind., April 8 (U. T. P. S.).—The Indiana section of the Society of Automotive Engineers is holding one of its largest meetings of the year at the Hotel Severin, this city.

Three papers were read on "Worm Gears and Kindred Drives." According to Raymond T. Buckley, secretary of the section, the question of gears and improvements is receiving considerable attention this year from engineers designing cars. The papers were presented by Ray L. Buckendale, chief engineer of the Timken-Detroit Company; C. H. Calkins, chief engineer of the Bausch Machine and Tool Company, and George H. Acker, chief engineer of the Cleveland Worm and Gear Company.

A-C Spark Plug To Add Factory

Flint, Mich., April 8.—Ground has been broken here by the A-C Spark Plug Company for another new factory, to be located on the East Side Belt Line Railroad, adjacent to the large building purchased from the Dort Motor Car Company some months ago. The new building will be one-story and of fireproof construction.

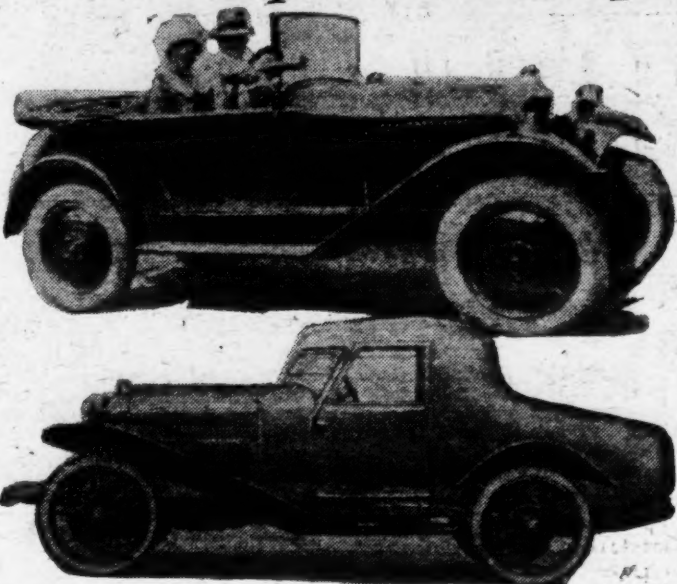
During the past few months the company has been compelled on several occasions to expand its manufacturing facilities. When it became apparent that A-C had reached the limit in the original plant on Industrial Avenue, it purchased the Dort factory, together with several acres of land, to provide for future expansion.

Besides spark plugs, the company is now engaged in quantity production of speedometers, air cleaners, mufflers and oil filters. It also makes ceramic tile products for the building trade.

NEW TREATY

Washington, April 8.—A new commercial treaty with the United States, which is expected to benefit American automobile exporters, has been ratified by the Lithuanian Parliament. It is one of the most favored nation commercial agreements negotiated by the American government.

Miniature Motor Cars Are Popular in Europe



AT THE TOP is seen one of the most popular French miniature cars, the 7.5 horse-power Citroen. Below is the Amilcar chassis carrying an ultra-sporting closed body.

LONDON, April 8.—The last three or four years have seen a most remarkable growth in France of the small light car, and at the same time a decrease in the number of cycle cars, says the Autocar.

In order fully to understand the magnitude of these two movements it is necessary to define, as clearly as possible, the terms light car and cycle car as used in France. So far as the latter is concerned, we have a ready made official explanation in the phrase, "A motor vehicle with an engine not exceeding 1,100 c. c. and a maximum weight of 6 cwt. 99 lbs." There is nothing to help us in labeling a light car, and I propose the somewhat illogical step of ignoring weight altogether and stating that it is a vehicle fitted with an engine not exceeding 1,000 c. c.

The light car movement on the Continent was really inaugurated by Peugeot with the model known as the Baby Peugeot, and then taken up by Citroen, Renault, Mathis, Amilcar and others. More recently Fiat, which firm represents 80 per cent. of the Italian automobile industry, has been led to the same type of car and is laying plans for its early production in immense quantities from a huge factory.

We now have the four biggest makers in France—Citroen, Renault, Peugeot, and Mathis—by far the biggest firm in Italy, and the Opel Company in Germany, building cars with engines having a piston displacement of less than 1,000 c. c. Within this grouping the light cars vary from the 719 c. c. model, with a wheelbase of 7 ft. 5 in., to a 990 c. c. engine in a chassis of 9 ft. wheelbase—which is longer than that of the Ford—and a four-seater body. It is safe to estimate that last year the four French firms mentioned produced no fewer than 55,000 cars of this small engine size.

The Fiats cannot be considered, for they are only beginning to produce, and the Opel figures are not known. This, therefore, is sufficient to prove that the light car with an engine of less than 1,000 c. c. is proving itself to be a complete commercial success.

At the outset these small Continental cars were all two-seaters, but the tendency, rightly or wrongly, appears to be to increase their dimensions and make them into what are sometimes rather cramped three- and four-seaters. The little Peugeot, the smallest of the series, with an engine of only 719 c. c., is still a two-seater; the Renault, of 951 c. c., started as a two-seater, but has now been lengthened to take a four-seater body; Citroen's 7.5 horse-power model was first produced as a two-seater, but later a third seat was added. Fiat, which is the latest to come into the 1,000 c. c. class, and has had to consider

world-wide conditions more than local requirements, has decided on a chassis sufficiently long to take a four-seater body.

The ultimate development is rather difficult to forecast. Undoubtedly much of the success of these small Continental cars is attributable to the fact that they are handy and economical two-seaters. In and around all the big cities they appeal to an important class requiring individual transportation at the lowest possible price—a class only indirectly interested in a car capable of carrying the entire family on pleasure tours.

Quite an important proportion of these small car sales has been made to persons owning, or with sufficient means to own, a big car, but who realize that there is economy in maintaining a small two-seater for general utility service in and around towns. This gradually led to the development of the cabriolet and saloon types of body. The popular Citroen met with its greatest success when it was produced as a cabriolet. The Peugeot is no longer built with an open body; Amilcar, a firm specializing in sporting type cars, fits only closed bodies on the smallest of its chassis, having a four-cylinder engine of 906 c. c., and Mathis sells 50 per cent. of his small cars with saloon bodies.

When country requirements are considered, the situation changes entirely, the demand then being for three or four seats, and the closed body is not so essential. Experience of the past two years appears to indicate that there is an important field for a very small economical light car to act as a tender to the big car as well as to meet the requirements of the thousands who cannot afford a more pretentious vehicle. For the city it should be a closed two-seater with a certain amount of elegance, for it frequently will be driven by lady members of the family, while for the country it should have bigger seating capacity, need not necessarily be closed, and has less need of high-class paintwork and finish.

The Peugeot and Citroen cabriolets enter fully into the town car class Renault has sought to provide for both classes of motorists with a single chassis, and Fiat, the latest comer to this movement and the Continental firm having the greatest proportion of export business, has also decided in favor of a chassis capable of receiving a four-seater body. Despite the success it has attained, it has been decided that the 7.5-horse-power Citroen shall be abandoned in the

Auto Men Dedicate Church Memorials

Flint, Mich., April 8.—Easter Sunday saw the dedication of a number of memorials in St. Paul's Episcopal Church to persons closely associated with the automotive world.

An exquisitely carved bishop's chair was given by Arthur G. Bishop, vice-president of the General Motors Corporation, and his wife.

The oak frame and wainscoting in connection with the splendid Italian marble altar and beautiful mosaic of De Vinci's "Last Supper," given to the church by E. W. Atwood, an official of the Flint Malleable Castings Company, in memory of his late father and mother, William A. and Helen C. Atwood, was completed in time for Easter.

Altar chairs, the gift of Charles F. Barth, vice-president and general manager of the Chevrolet Motor Company, were also dedicated at the services.

John L. Pierce of the Armstrong-Pierce Company, local Ford dealers, with his sisters, Mrs. H. H. Hills of Detroit, gave a beautiful window in memory of their father and mother, Franklin H. and Mary E. Pierce.

Mathew Davison, Chrysler distributor for eastern Michigan, and Mrs. Davison gave the church an oriental rug.

Decrease Noted In Farm Population

Washington April 8.—A continued decrease in farm population in the United States is reported by the Department of Agriculture, which estimates that there were 479,000 fewer people on farms January 1 this year than on January 1 a year ago.

The department estimates the farm population at 30,655,000 on January 1, 1926, compared with 31,134,000 on January 1, 1925, a decrease of 1.5 per cent. These figures include all men, women and children living on farms.

The movement from farms to cities, towns and villages in 1925 is estimated at 2,035,000, and the movement to farms at 1,135,000, a net movement away from farms of 901,000 persons. Births on farms during 1925 are estimated at 710,000 and deaths at 288,000, leaving a natural increase of 422,000, which reduced the loss to cityward movement to 479,000.

The figures for 1924 showed a net loss in farm population of 182,000 persons. The gross movement from farms to cities in that year was 2,075,000, and the gross movement back to farms was 1,396,000, a net movement, not counting births and deaths, of 679,000 persons.

DUNLOP DEALER

Springfield, Mass., April 8.—The Dunlop tire line will be represented here by James P. Warren, Inc., at his new salesroom and drive-in service at 749 Main St., where the latest facilities and equipment will be found.

In the near future, this evidently being done in order to enable the firm to concentrate on a single model and thereby lower production costs. While Citroen is preparing to abandon the field another powerful group is making plans to enter it with a very cheap car of less than 1,000 c. c., selling for little more than \$100.

Possibly, in the near future, we shall see full-sized family cars, with saloon bodies propelled by engine of less than 1,000 c. c. In the present stage of engineering development, however, there is no excess of power when the useful load consists of four persons with their inevitable baggage, and as a consequence dead weight has to be kept down by restricting chassis size and body space. The problem is not merely one of getting more power out of the engine, but of so designing the car that the dead weight shall be reduced to the minimum consistent with safety in use.

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EVERY
2 1/4
SECONDS
someone buys
a
DUNLOP
TIRE

TO DEALERS
Your protected Dunlop
territory may still be
open. Write today.
DUNLOP TIRE & RUBBER CO.
Buffalo, N. Y.

Activities in the Passenger Car Field

New and Used Cars in Demand in Los Angeles

LOS ANGELES, April 8.—Both the new and used car business in this district are in a healthier condition than they have been in many months. Money seems to be easier, the tendency continues toward good values with less stress being laid upon the small-down payment than has prevailed for some time past.

Several dealers assert that they are enjoying the biggest business in the history of their firms, with profits in accordance, and some have been experiencing a particularly good business in the selling of fleet orders of passenger cars to city departments, private firms and rental services. Three different large fleet orders have been recorded recently with the latter.

An unusually mild winter has found more pleasure motoring than usual with less of a let-up in early spring sales. The unprecedented demand has found many dealers unprepared to fill orders.

"With Buick sales showing such marked gains, it will be necessary for us to obtain greater shipments, or we will go into certain shortages here before long," stated Harold W. Tuttle, assistant manager of the Howard Motor Company, Buick distributor, who pointed to sale of a total of 949 Buicks last month in southern California, as substantiation of his statement. A total of 355 Buicks were sold in Los Angeles city last month, and 695 were placed in the county.

Jordan sales are rapidly increasing in volume, according to Harry A. Lord, president of the Lord Motor Car Company. Latest available figures show the sale of 37 new Jordans in a ten-day period, a high figure in the eight-cylinder class at any season of the year.

Harry A. Sperl, president of the Sperl Motor Company, Rickenbacker distributor for southern California, declares that both the Los Angeles and Hollywood forces of his firm are still overworked as a result of the huge number of prospects received during the auto show. Sales are higher than usual at this time of year, according to one official of the company.

Car Sales in Maryland Continue at High Level

Baltimore, Md., April 8.—Sales totals of new cars for Baltimore and Maryland so far this year as made public by the Baltimore Automobile Trade Association, show a grand total of passenger cars for the entire state, including Baltimore, of 35,878, while the truck total was 5,296.

During the last two weeks both new and used car sales have jumped considerably. The report of the trade body places new car sales above the preceding half-month, while dealers declare that used car sales have climbed greatly.

Many dealers have started their spring cleanings in earnest, both in attempts at stock clearance and in physical rearrangement of sales departments. In many quarters special decorative schemes, portraying the spring season, are being arranged both for new and used car departments.

A canvass of a number of dealers reveals a decided hangover of enthusiasm over the twentieth annual Baltimore Automobile Show, held in January. The automobile merchandisers declare that many sales are being made even today to prospects whose names were listed during the show week.

Norwood Brothers, Inc., Stutz dealers, are particularly favored by their show prospect list, according to George Norwood, president. Mr. Norwood says that his sales force has found no letup since it gathered its record number of prospects at the show. The United States Auto Sales Company, too, has found a big reaction in its sales of Studebakers following the showing of the brighter sport models of its line.

HUDSON-ESSEX SALES IN DETROIT SHOW 100% GAIN

Special from A. D. N. Detroit Bureau
Detroit, April 8.—Aaron DeRoy, Hudson-Essex distributor in the Detroit territory, reports that March of this year exceeded March of last year by nearly 100 per cent. in the volume of business done. The last fifteen days of the month, too, yielded a volume that surpassed anything previously recorded by his organization.

Figures show that there were 998 new Hudson and Essex cars registered in March, 1926, and 536 in the same month of last year. Moreover, there were more Essex cars, by a comfortable margin, sold in March this year than the combined Hudson and Essex sales of the same month in 1925.

Distributor Doings

NEW PRIZES OFFERED

Cleveland, April 8.—Al Reeke, president of Reeke-Nash Motors, northern Ohio distributor of Nash and Ajax cars, has announced a list of prizes offered to salesmen, in addition to the Nash Motors Company \$10,000 prize offer, as a result of which he said he expected the greatest sales record in the history of the company. The contest opened last Saturday and closes May 10.

ADDS NEW DEALER

Evansville, Ind., April 8.—With the addition last week of Wilson Brothers, Farmersburg, as Hudson and Essex dealer, the Wabash Valley Motor Company, Hudson and Essex distributor, supplies thirty-eight counties of southern Indiana and Illinois, and in western Kentucky through forty-four dealerships. The forty-fourth will be under the management of Otto Wilson.

FLINT LINE ADDED

Portland, Ore., April 8.—Condit & Conser, Inc., distributor for Moon and Diana cars, has been appointed distributor for the three new Flint lines also, according to an announcement by S. S. Paxton, Pacific Northwest representative for the Flint Motor Company. The initial shipment of Flint cars from the factory was large enough to enable the firm to put into service plenty of demonstrators.

OLDS DISTRIBUTOR

Rochester, Minn., April 8.—Gustave E. Zwick, formerly connected with Zwick Brothers, auto dealers at Lake City, Wis., has been appointed distributor for the Oldsmobile corporation in part of southern Minnesota and several counties in northern Iowa. He has headquarters here.

ADDITION SOON READY

Miami, April 8.—Declaring that Marmon sales and Marmon business in general were exceptionally good over the entire state, W. A. Estaver, Marmon distributor for Florida, has just announced that the building addition to the Marmon quarters in Miami would be ready for occupancy within a short while.

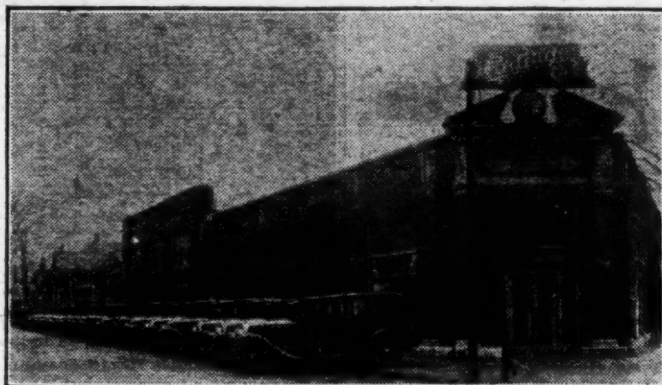
EMPLOYEES GIVE CLOCK

Seattle, April 8.—Eldridge Buick Company employees in Spokane recently gave A. S. Eldridge, president of the company, a handsome grandfather's clock for the new Buick showroom in Spokane. Gid Holman, mechanic and oldest employee in time of service, made the presentation speech.

AUBURN DISTRIBUTOR

Dallas, April 8 (U. T. P. S.).—The Auburn Automobile Company is expanding its activities in the Dallas territory. It is announced J. L. Lewis had been named manager of the Dallas-Auburn Company, a branch of the Auburn Automobile Company, and will have charge of the distribution of Auburn cars in this district. Mr. Lewis is locating several dealerships at once, and says others will be planted from time to time until his lines are sold in all sections of the district.

CADILLAC DRIVE-AWAY FLEET. Jerry Duryea, Inc., Cadillac distributor at Springfield, Mass., has appointed the Berkshire Auto Company of Pittsfield as dealer for that territory. The fleet shown was delivered to the Pittsfield company to take care of immediate delivery orders.



RUMORS OF AGREEMENT HURT IRISH TRADE

Special from A. D. N. Washington Bureau
Washington, April 8.—The automobile business in Ireland has been seriously depressed as the result of rumors of an agreement being negotiated between Great Britain and the Free State, to become effective after the introduction of the budget this month under which the two countries will exempt motor cars and parts of each other's manufacture from customs duty.

According to a cablegram to the Department of Commerce dealers report that buyers are holding off in anticipation of price reductions and that cancellations of orders previously placed are numerous. They expect this condition to continue until the situation is clearly defined by official announcement.

SECOND TRAINLOAD OF CHEVROLET REACHES K. C.

Kansas City, April 8.—A second solid trainload of Chevrolet motor cars for distribution among Chevrolet dealers here has just been received and unloaded by the Chevrolet factory branch in this city. The first trainload was received about a month ago. Chevrolet dealers here are all reporting the demand for cars hard to supply, so the factory branch made special efforts to care for their needs. The solid trains were made up in St. Louis, the cars being assembled at the company's plant in that city. The Dahl Chevrolet Company, the Lilley Motor Company and the Sight Brothers Motor Company are the local Chevrolet dealers.

Obstacle Race Won By Woman Driver

Seattle, April 8.—Mere man may still claim superiority in some fields of sport and business, but every day sees one or more of his long standing claims shot to pieces. The latest is in the matter of motor car driving, and the woman who has upset a lot of old ideas on this subject is Mrs. A. Eddy of this city.

The occasion was the obstacle race recently held by local auto dealers in which fifteen feminine drivers competed. Competition was divided into three classes—for cars under 110-inch wheelbase, for cars from 110 to 125-inch wheelbase and for cars over 125-inch wheelbase.

The race was held over a four-block course, which was strewn with boxes and barrels, placed so as to form a series of sharp S curves. Mrs. Eddy, driving a Gardner Eight-in-Line sedan, won in 1 minute and 26 seconds.

All of the races were against time, and the contestants were clocked by L. D. Martin, manager of the truck division of Puget Motors, Pierce-Arrow factory branch here.

SUB-DEALERS NAMED

Madison, Wis., April 8.—O. D. Smart of the Smart Motor Car Company, Paige-Jewett dealer, today announced appointment of six sub-dealers for Dane county in these cars. They are the Robert Travis Sales Company, Potosi; Hagar Auto Sales Company, Argyle; Tooley Auto Sales Company, Prairie du Sac; Peterson Sales Company, Black Earth, and the City Garage, Mazomanie.

for Economical Transportation



The most powerful commercial chassis available today at \$550 — that's the story of the Chevrolet one ton truck.

The result is an amazing increase in truck sales and in the profits realized by Chevrolet dealers from these sales.

Touring - -	\$510	Sedan - - - -	\$735
Roadster - -	\$510	Landau - - - -	\$765
Coupe - - -	\$645	½ Ton Truck -	\$395
Coach - - -	\$645	(Chassis Only)	
		1 Ton Truck - -	\$550
		(Chassis Only)	

ALL PRICES F. O. B. FLINT, MICHIGAN

CHEVROLET MOTOR COMPANY, DETROIT, MICH.

Division of General Motors Corporation

QUALITY AT LOW COST

Swander Discusses Battery Business

St. Louis, Mo., April 8.—Present-day motorists would desert their cars rather than crank them by hand, declared Charles L. Swander of the Forest Electric Company of Newark, N. J., in an address on "Building a Battery Business by Service" before the battery division of the Associated Automobile Service Companies of St. Louis, here last week.

Discussing the prices asked by storage battery men for charging and rental of batteries, Swander estimated that \$1.50 is the proper price for charging a battery, including the loan of a battery for two days, considering electric current costs in St. Louis.

He advised that customers be requested to make a deposit when they take out a rental battery, and pointed out that while the customer borrows a good battery, the battery dealer often accepts a run-down, disabled battery.

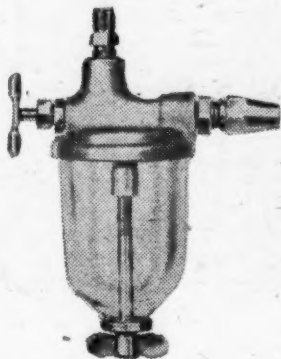
Swander suggested that dealers who make unreasonably low charges for battery service should be enlisted in the organization, so that the resulting education would bring their prices up to a productive level.

Three new members who were admitted into the division at this meeting are the Mound City Battery Company, the Mileage Tire and Battery Company and the Bond Battery and Electric Company.

New Automotive Equipment

This department is devoted to the newest developments in automobile accessories, replacement parts and shop equipment. Its columns are open to manufacturers, who are invited to submit descriptions and illustrations of their latest products.

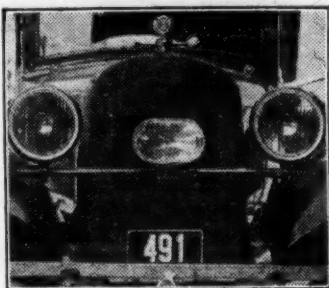
FIL-TRAP



A new filtering device called the Fil-Trap has been placed on the market by the Tillotson Manufacturing Company, Toledo, O. The new device is said to remove all foreign matter and water from the gasoline before it reaches the carburetor. The Fil-Trap is made in two types. One that operates under suction and is attached to the head of the vacuum tank. This type, it is said, protects both vacuum tank and carburetor. The other is a gravity attachment which can be attached either beneath the vacuum tank or used with a gravity feed system.

The filters are made in die cast bodies with finished parts. One of the salient features claimed for

TRIPLELITE



The Triple Light Company, 2568 River Drive, Denver, Col., is marketing a light under the trade name "Triplelite," which illuminates the space between where the headlamps strike the road and the car itself, affording a close-up driving light.

Triplelite, the company claims, lights up both sides of the road at the same time, making night driving easy. It can also be used for a camp light. It counteracts glaring or blinding lights, it is claimed, by cutting through at an angle.

the Fil-Trap is that it uses a filtering element which will not rust or corrode and once installed is said to be good for the life of the automobile.

LAHER TO SOLICIT TRADE IN ORIENT

Seattle, Wash., April 8. (U. T. P. S.).—The Laher Auto Spring Company, Inc., operating seven plants in the Pacific Coast section, is planning to send a representative to the Orient, Australia, India and other far Eastern points to solicit spring and bumper business. According to F. J. Laher, president of the Laher organization, this representative will be away for a year, and a great deal of business is looked for as a result of this trip.

ANOTHER TRIANGLE STORE

Mt. Pleasant, Ia., April 8.—The Triangle Auto Supply Company, handling extensive lines of auto accessories, parts and supplies, with headquarters in Burlington, has established a store in the former Brandmeyer Motor Sales Company plant.

TO TEST LEGALITY OF RULING ON AUTO HORNS

Boston, April 8.—A legality test case of a ruling recently made by Registrar of Motor Vehicles Frank A. Goodwin, that whistles and horns operated from exhaust gas are prohibited in this state, will be made here soon, it became known today.

The Legislature specifies that every automobile be provided with some form of whistle or horn, but does not ban any sort. Last fall Registrar Goodwin placed a ban on exhaust horns.

HOO-DYE ABSORBERS

Los Angeles, April 8.—Hoo-Dye hydraulic shock absorbers will be represented in this territory by the Western Houdaille Company, which is acting as a direct factory distributor in California and Arizona. K. G. Zoller is the general manager.

WISCONSIN AXLES

If your present axle equipment is not satisfactory or is too expensive to maintain, replace with a Wisconsin Axle. We supply axles to operators of truck and bus fleets.

Bevel Gear, Double Reduction and Worm Drive

Full-Floating

Semi-Floating

WISCONSIN PARTS CO.

Oshkosh, Wis.

LATEST MONTHLY NEW COMMERCIAL CAR REGISTRATIONS

The figures shown in this table are for February, except where otherwise noted, and are compiled by R. L. Polk & Co. of Detroit.

States	Acme	Autocar	Brockway	Chevrolet	Commercial	Diamond-T	Dodge	Dodge-Graham	Federal	Ford	Garford	G. M. C.	Indiana	International	Mack	Mason	Overland	Pierce-Arrow	Reo	Republic	Ruggles	Selden	Service	Star	Sterling	Stewart	White	Miscellaneous	Totals	States		
Alabama				11			8	10	1	265				6					2								2	2	307	Alabama		
†Arizona				3			7	4		25	3								1									3	46	Arizona		
Arkansas				35			13	5	3	356			1	2				9	1	1				1			1	2	430	Arkansas		
California		13		151			245	141	32	399	1	25	1	13	46	3	4	11	54	2	1				8	8	8	38	96	1301	California	
†Colorado		1		52			12	30	4	154		6		11	4			1	10				1	1				3	14	304	Colorado	
†Connecticut	1	3	9	61			90	21	20	261	2	6	1	17	28			4	55		1				1	1	23	25	630	Connecticut		
Delaware				14			5	1		57				1				2	4									1	85	Delaware		
†Florida	1	9		35			29	70	17	555			6	41	14			3	30	1	22							24	9	866	Florida	
†Georgia		1		10			39	16	6	327		12	3	13	8			1	17									21	2	476	Georgia	
Idaho				32			18	6		37	1	3		3	9			1	3	2					1			3	1	120	Idaho	
†Illinois				222			75	174	56	19	1011	7	10	13	116	46		10	1	67	9			1		7	1	38	153	2040	Illinois	
†Indiana		1		75	1	7	50	28	12	590	2	1	1	47	4			6	32	1				6	3		8	6	19	910	Indiana	
†Iowa				65			15	19	5	305		2	1	37	5			1	22	1								2	14	494	Iowa	
Kansas				22	1		16	7		214		5		7				2		2								1	3	280	Kansas	
†Kentucky		5		33			22	15	2	201	1	4	4	23	6			3	15				11					7	26	378	Kentucky	
†Louisiana				22			32	6	8	315		1		9	4				2									9	6	414	Louisiana	
Maine				3			5	2		23									5										1	39	Maine	
Maryland	2	8	1	32	2		18	10	5	198		7		10	8			2	32	1					1	3		8	5	353	Maryland	
Massachusetts		10	4	17			42	23	2	194				6	12			1	2	44		1				3	4	18	7	390	Massachusetts	
Michigan	3	3		95	3	1	58	43	34	693		14		25	9			7	2	57	2	4			2			18	58	1131	Michigan	
†Minnesota	1			41			3	28	32	6	290	1	3		14	16			5	19								10	15	484	Minnesota	
†Mississippi				16			3	1	2	99		1		3															3		128	Mississippi
Missouri		4		91			13	51	43	12	655	1	13	6	54	28		5	1	18	7						2	33	71	1108	Missouri	
Montana				23			12	5		65		1		2						1											109	Montana
†Nebraska				29			21	11	5	314		3		14				1	3						2			2	14	419	Nebraska	
N. Hamp.				4			10	8		23			1	3	1			1	2										2	55	N. Hampshire	
N. Jersey																															New Jersey	
†N. Mexico								2		6																				8	New Mexico	
New York	3	36	44	197	2	12	246	91	22	897	7	14		44	174		21	19	108	2		19		2	4	9	73	62	2108	New York		
†N. Carolina	1			16			8	26		204		1		6	4				3	3								8	7	287	N. Carolina	
†N. Dakota				8			4	4		56				4						2								3	2	83	North Dakota	
†Ohio	1			18			2	15	8	1	123	1		11	2			3	1	12					1			13	19	231	Ohio	
†Oklahoma				11			10	6	2	59		1		3	2				8										4		106	Oklahoma
Oregon				17				11	4	97		2		5	6	1			3										6	9	161	Oregon
Pennsylvania	3	48	21	189	2	4	233	135	22	558	13	19	3	46	41	13	13	5	70	9	1	2		2	9	16	70	56	1603	Pennsylvania		
Rh. Island		4		5			14		1	45		1		3	2			1		7									7	5	95	Rhode Island
†S. Carolina				6			5	2		110				3	1				2								2		1		132	So. Carolina
†S. Dakota				9			2	3		46				2															2		64	South Dakota
†Texas		2		128			28	33	2	772		6		22	1			1	2	20					1			12	10	1040	Texas	
Utah				3			11	8		24		1		4	1				3										2		57	Utah
Vermont			1				4	2		4		1			5				2										1	3	23	Vermont
†Virginia				33			14	9	2	178	1		1	9	4			1	1	5	3	1		1			1	7	9	280	Virginia	
Wash'ton				33			27	9	1	153	1	1		1	11			1	5									9	13	265	Washington	
W. Virginia				13			15	8	1	82		2	1	3	1			2	1	5								8	4	141	West Virginia	
Wisconsin		1		103			2	33	30	13	516	6	3		20	10			9	26		1			1	5	7	8	16	810	Wisconsin	
Wyoming				6			2		5	16																					29	Wyoming
D. of Col.		1		4			7		3	53				8					2										1		79	Dis. of Col'bia
Total...	16	150	80	1993	11	128	1692	1008	266	11364	48	169	43	671	513	17	121	46	781	44	32	21	20	26	40	59	495	769	20,899	Total		

*March figures. †December figures. ‡Month of January.

Bus and Truck Demand Good in Indianapolis

INDIANAPOLIS, April 8.—Notwithstanding a late spring season demand for trucks and buses in the territory centering in Indianapolis is well ahead of last year.

Most dealers report an increase of approximately 10 per cent., as a result of large sales of light delivery trucks and lighter types of buses.

Developments in the bus field locally in the last few months have given evidence of the fact that the operation of heavy buses, even for long trips, is not on a paying basis. The demand, therefore, is for lighter types of carriers, and many bus companies are replacing heavy buses with those carrying around twenty passengers.

Trucks of three-quarters to two tons are in good demand, and officials of the Martin Truck Company, Stewart distributor, report a lively inquiry for the new Buddy Stewart, a three-quarter ton truck with a six-cylinder motor. There is not much of a demand for used trucks, and it is the policy of most local dealers not to handle used carriers at all.

Joseph Malarky of Reo-Ehrlich-Malarky, Reo distributors, reports a good demand for both light trucks and buses, with the demand for some models in excess of the deliveries. This good business, he said, holds good through the entire central part of the state as well as Marion county, Indiana. J. A. Brookbank, branch manager of the International Harvester Company, also tells of a better business than a year ago, with a good inquiry, indicating a continuance of activity during the spring months.

Demand in All Lines Picks Up in K. C. Dist.

Kansas City, April 8.—The sale of trucks, while slightly off the last week, is showing a big increase in this territory. There is a strong demand for virtually all types of trucks, from the heavy duty to the light delivery trucks, with possibly the greatest demand in the one to two-ton types that are built for speed.

The Reo Motor Company of Missouri, Reo factory branch, reports sales on the Reo speed wagon as limited to "what we can get from the factory." The White Company is having a good run on the new heavy duty truck and also the new light truck, recently added to the White line. The Indiana Truck Company's branch here is reporting "big increases in sales."

The commercial truck department of the American-La France Fire Engine Company says "sales and the outlook for the future are very satisfactory." The General Motors Truck Company of Kansas City, handling the GMC and Yellowcab trucks, is having a "satisfactory business with the outlook continuing good."

The Butler Motor Company, handling the Dodge Brothers and the Graham Brothers trucks, is having sales almost 100 per cent better than a year ago. Ford and Chevrolet dealers generally are having a good run on trucks.

Baltimore Dealers Report Little Activity

Baltimore, April 8.—Most of the Baltimore truck dealers are reporting comparative quiet in sales. Ford dealers have found their business keeping up to its natural mark, but the opening has not arrived yet for the majority of heavy-duty vehicle merchandisers.

One concern, however, has been prospering during the last two weeks. According to Jay S. Strouse, sales manager of the White Company branch of Baltimore, quite a number of orders have been taken for heavy machines. The majority of these, he says, are additions to large fleets, with few sales to building and contracting concerns. He and other truck officials think sales to individuals and small contracting companies will begin to show gains before the end of April.

ADDITION READY SOON

Evansville, Ind., April 8.—Delays in shipments of building material have held up completion of three new building units for Graham Brothers motor truck plant here, W. J. Hellman, sales manager, announced. It is expected to have the new additions, which will increase daily production from sixty to eighty motor trucks, completed and ready for operation by April 15.

AMERICAN LA FRANCE CO. GETS BIG BOSTON ORDER

Boston, April 8 (U. T. P. S.).—The American La France Fire Engine Company, Inc., has just been awarded a contract by the city of Boston for motorized fire apparatus calling for an expenditure of \$225,463. The purchase includes forty-two new pieces of apparatus.

The contract was awarded without a call for bids through advertising, and Frank L. Brier, superintendent of supplies, explains this by the fact that the city standardizes La France apparatus in the fire department. The order includes six pumping engines, six horse wagons, three combination hose and chemical wagons, six 85-foot aerial trucks, six tractors and six service trucks.

Consolidation of Delivery Planned

Philadelphia, April 8.—A centralized, consolidated merchandise delivery service involving the construction of a large central warehouse, and eliminating more than 1,600 individual concerns, as well as taking thousands of trucks from the central city streets, is the newly proposed plan to relieve traffic congestion offered by A. H. Geuting, millionaire shoe retailer and president of the Market Street Merchants' Association.

This plan, which would bring into being another large and new kind of public utility, is now under consideration by a group of prominent business men and financiers.

The proposed central warehouse would receive all materials for delivery from the large department stores and other business houses; create sub-stations in outlying parts and concentrate a great fleet of trucks and motorcycles at these points to insure speedy delivery in all suburbs. The sub-stations would relieve business houses of having delivery cars starting from downtown stores and traversing central streets on the way to the suburbs.

WISCONSIN NOW HAS 82 MOTOR VEHICLE LINES

Madison, Wis., April 8.—Wisconsin has sixty-two different companies and individuals operating interurban lines, ten companies operating urban bus lines, and eight or ten running freight lines, according to P. H. Porter, attorney for the state railroad commission.

The largest bus line in the state is the Milwaukee Electric Railway and Light Company, which operates fifty-five buses in Milwaukee and sixty-nine interurban buses between Milwaukee, Watertown, Waukesha, Madison and surrounding country.

The Wisconsin Power and Light Company is the next largest and operates twenty-six buses, chiefly in the Fox River Valley. Twenty-three buses are operated by the Badger Auto Service Company between Milwaukee, Waukesha and Oconomowoc.

BLOW-OUT INSURANCE

Akron, O., April 8.—The Miller Rubber Company states that insurance against blowouts of automobile tires has been offered by insurance companies in England. The scheme applies to new tires if taken out at the time of purchase. If the tire blows out during a certain period a new one is offered free. The plan has not been in effect long enough to see just what the results will be.

FIRST COUSIN TO THE MOLE. When it comes to excavating or leveling, these caterpillars, with their mechanical earth movers, take enormous bites out of the soil. The roadbed looks rough, but these machines travel on their own without difficulty.



(International Newsreel Photo.)

DISHONESTY HIT BY TIRE DEALERS

St. Louis, April 8.—Co-operation of the Associated Tire Dealers of St. Louis with the St. Louis Better Business Bureau for the purpose of eliminating dishonest practices has resulted from a recent address before the tire dealers' association by Harry W. Riehl, secretary-manager of the Better Business Bureau.

Riehl refrained from mentioning specifically any violations of good business practices of which tire dealers were guilty, but in the discussion that followed Riehl's address some of these practices were exposed. Riehl brought with him to the meeting a number of exhibits to illustrate deceptive names applied to inferior products in a number of manufacturing and sales fields, and showing the material used in a number of nationwide frauds.

Upon the invitation of Riehl that a member of the Associated Tire Dealers of St. Louis be sent as a representative to attend the meetings of the board of directors of the Better Business Bureau, Jesse G. Johnston, head of the Johnston Brothers Tire Company of St. Louis was elected for that purpose.

Pressure Loss in Tires Compared

Akron, O., April 8.—It has been claimed by some users that pressure decreases more rapidly in balloon tires than in high pressure tires, but careful observation on thousands of tires has convinced the Miller Rubber Company that this is not true.

The pressure decrease is about the same rate in balloons as in high pressure tires, it is said. However, the same proportionate decrease is much more noticeable in a balloon tire than in a high-pressure tire because of a more rapid proportionate difficulty in steering.

It is easier to understand why balloon tires show pressure decreases more noticeably when it is considered that the average balloon tire is operated at from 24 to 32 pounds of air pressure, while high pressure tires have more than twice that.

If a high pressure tire operating with 70 pounds of air pressure should lose seven pounds pressure the loss would equal 10 per cent. of the total. However, if a balloon tire operating at 28 pounds air pressure should lose seven pounds pressure it would mean that 25 per cent. of the total had been lost, which explains the fallacy of believing that balloon tires lose their pressure quicker than high pressure tires.

Tacoma, Wash., April 8.—Contract for furnishing the city of Tacoma with a new combination police patrol wagon and ambulance has been awarded the J. F. Hickey Motor Car Company of Tacoma on a bid of \$4,982.50.

MINN. TRUCK LINE HEARINGS SLATED

State Commission to Consider Appeals Of 37 Carriers

St. Paul, April 8.—Hearings affecting thirty-seven freight motor truck lines operating over 6,000 miles of Minnesota state highways will begin at the state Capitol April 20.

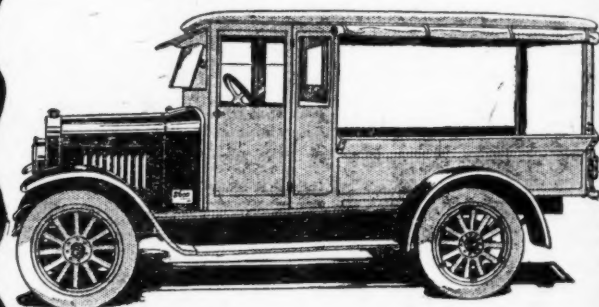
Practically every such line in the state has made formal application for a certificate of convenience and necessity from the state railroad and warehouse commission.

It is expected that the hearings will result in elimination of duplication of service in several parts of the state and will also bring establishment of a number of new routes in the southern, eastern and western sections.

The hearings will mark the first steps by the state to put into effect the regulations established under the regulatory act adopted by the last legislative assembly. The rail commission had been working on plans for such regulations for many months.

In January operators of trucks throughout the state were notified that they could continue operating until the formal hearings without permit; but that service after the hearings would depend on the efficiency of service rendered between January 1 and April 20.

Members of the state rail commission also announced that hearings will be held in Duluth on April 14 on application of the Peterson & Pederson Motor Bus Company, Arrowhead Parcel Transfer Company, Range-Duluth Freight Company, Cloquet Transfer Company and Chisholm Transportation Company for permits to operate.



"Buddy" Stewart Has Caused A Stir in Truckdom

3/4 Ton Speed Truck \$895 chassis

Other Models

4 and 6 Cylinder Motors

1 Ton Speed Truck
1 1/2 Ton Speed Truck
2 Ton, 2 1/2 Ton, 3 1/2 Ton
Also 18 and 25 Passenger Bus Chassis

All Prices f. o. b. Buffalo

"Buddy" Stewart is a real 3/4 Ton Speed Truck at a popular price. All truck—not a converted passenger car, not a one-year truck. Good-looking, easy riding, easy steering, reliable and economical.

Throughout the world many 4, 6, 8, 10 and even 12 year old Stewarts are still on the road, proving every day the claim of owners and drivers that Stewart is "America's Greatest Truck Value."

Our franchise requirements are unusually liberal. Write or wire for details.

STEWART MOTOR CORPORATION—Buffalo, N. Y.

Stewart

MOTOR TRUCKS

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

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Red Not Yellow

THERE has been some agitation lately for a change of the traditional red of rear lights on automotive vehicles to yellow. The claim has been made that red lights are dangerous because they are so commonly used on railways and in marking dangerous places in the roads. Confusion is likely to arise in the mind of a driver because of this general use of red lights to denote other things than the extreme rear of moving vehicles.

During the recent meeting in Washington, the American Automobile Association discussed this question at length and then voted overwhelmingly in favor of a retention of the traditional color. Now the National Automobile Chamber of Commerce has come out with a strong indorsement of the A. A. A.'s stand in the matter.

There is no question that these two great motoring organizations are right in their stand. Twenty million drivers on automotive vehicles on the highways and byways of America have become accustomed to the red light as a symbol of caution from other highway vehicles. Whether it would have been better to have settled on the yellow light in the first place, is beside the question. Custom makes rules. Whatever danger there may be from confusion of automobile rear lights with lights on railway trains or at grade crossings, is negligible compared with the confusion that would arise if a change were made now. The toll of accidents if the color were changed would be heavy. Keep the red lights at the rear end of automotive vehicles.

Automotive men should help stop any such agitation when it arises in their communities.

New Jersey Rejects

NEW JERSEY is one of four states which have not yet decided to impose a gasoline tax on their motorists. This state has been a leader in good roads development, and there was strong support for the idea that a two-cent tax on motor fuel should be levied to forward this work. A bill was submitted to the Legislature authorizing the levy.

In spite of the fact that the motorists in New Jersey did not seem to be very strongly opposed to the bill, it was defeated. New Jersey seems to hold the opinion that good roads are so much a matter of general advantage, that a special tax to reach the class most interested in them is not needed. This interesting idea is recommended to the attention of other states which have not yet made the discovery.

The ubiquitous Mr. Ford having for some time been in the automobile business, the coal business, the iron business, the railway business, the glass business, has at length embarked in the textile business. His own cloth mills are now producing upholstery for the trimming of Lizzie and by July 1 will be producing 3,500 yards of cloth per day. We don't know how many Ford cars this will dress, but certainly it is enough to supply costumes for every chorus girl in every musical comedy and revue in New York.

"It cannot be doubted that taxation is the main cause which leads to so many private cars being laid up without paying any license for three months in the year. The loss of revenue on this account is over £1,600,000 per annum, and it is very probable that with a fuel tax most of these vehicles would be used more frequently throughout the year, thus consuming more fuel, paying more revenue and finding more employment."—The Autocar.

British motorists generally seem to be favorable to the substitution of a fuel tax for the present onerous yearly taxes which they pay. However, we would like to recommend to our legislators consideration of the fact that Britain is finding that heavy taxes breed disuse. If taxes on motor vehicles in this country or any other are unduly burdensome, the individual motorist will make up the difference by using his car only part of the time. In taxation, as in other matters, it does not pay to kill the goose that lays the golden eggs.

Here and There in the Trade Headlines—by MacConachie



MOTOR STOCKS TOO LOW, BANKER FINDS

Head of Guardian Trust Co. Predicts High Earnings This Year

DETROIT, April 8.—Many leading motor stocks are selling below the line of real values, according to William Robert Wilson, president of the Guardian Trust Company, who predicts that automotive earnings in 1926 will compare favorably with those of 1925.

"With but very few exceptions," says Mr. Wilson, "all of the leading motor companies are actually delivering at retail through their dealers more cars than at this time in 1925."

"Profits of the industry in 1926 should compare favorably with those of 1925. Continued easy money and lower commodity prices should make production costs lower. With very few exceptions higher dividends are in prospect for leading companies."

"Our investigation shows that cars stocked for spring trade are not as great as a year ago with two possible exceptions. There is nothing in the situation this spring that has not existed every spring; the only present difference is that cold weather has deferred the normal opening of spring buying about three weeks."

"Stock market prices for the motors undeniably went too high during the winter, but it is our firm conviction, in view of the earning prospects for 1926, that many of them are now being driven below the line of fair values."

5 Dealers Seek Office in Chicago

Chicago, April 8.—Five well-known automobile dealers are candidates for nomination at the primaries April 13. They are:—

Martin J. O'Brien, president Martin J. O'Brien Company, Paige-Jewett dealer, candidate for county treasurer on the Democratic ticket; William Busse, Buick dealer at both Mount Prospect and Park Ridge, Chicago suburbs, Republican candidate for president and member of Cook County Board; Harry J. Mapp, owner of three Willys-Knight and Overland salesrooms on the south side, Republican candidate for state senator

STORM CUT ATTENDANCE AT EVANSVILLE SHOW.

Evansville, Ind., April 8.—While handicapped by stormy weather which kept down attendance for the first three nights, the Evansville Spring Styles and Auto Display, held in Agoga Tabernacle, here, March 29-April 3, is considered by local automobile parts and accessory dealers as successful.

from the Eleventh District, and Louis E. Golan, head of L. E. Golan Motor Sales, Chrysler dealer, and Charles L. Gerds, president of Gerds Motor Sales, Dodge dealer, both Republican candidates for member of the Board of County Commissioners.

Coming Automotive Events

MARCH

20-Apr. 9—State of Texas, Automotive Equipment Association, meeting of the merchandising department.

APRIL

3-14—Frankfort-on-Main, Germany, International Motor Car Show.
5-2—Greenville, N. C., Automobile Show.
5-10—Savannah, Ga., Savannah Auto Trade Association Show.
10—New Orleans, La., Automotive Equipment Association, meeting of the merchandising department.
15—Fresno, Cal., American Automobile Association race.
20-23—Philadelphia, Pa., Retail Delivery Association, annual convention, Bellevue-Stratford Hotel.

MAY

1—Atlantic City, N. J., Races at opening of new speedway.
10—Charlotte, N. C., American Automobile Association race.
12-13—Galveston, Tex., Tenth annual convention of the Texas Automotive Dealers' Association.
13-15—Detroit, Mich., American Gear Manufacturers' Association, tenth annual convention, Book-Cadillac Hotel.
20-31—Indianapolis, Ind., 500-Mile race.

JUNE

1-4—French Lick Springs, Ind., Semi-annual national meeting of the National Society of Automotive Engineers.
8-10—Detroit, Mich., American Body Builders' Association, convention, Hotel Statler.
12—Altoona, Pa., American Automobile Association race.
12-13—Le Mans, France, Rudge-Whitworth twenty-four-hour stock car race.
16-18—Philadelphia, Pa., Society of Industrial Engineers, thirteenth national convention, Bellevue-Stratford.
14-19—Montreal, Canada, Automotive Equipment Association meeting, Mount Royal Hotel.
20—Laurel, Md., American Automobile Association race.

JULY

5—Salem, N. H., American Automobile Association, race.
17—Atlantic City, N. J., American Automobile Association, race.

AUGUST

3-4—Denver, Col., Denver Post, outdoor automobile show.

SEPTEMBER

6—Altoona, Pa., American Automobile Association, race.
25—Salem, N. H., American Automobile Association, race.

SEES ROADSTER COMING TO FORE

Moon Co. Head Says Youth Demands Open Car

By STEWART MACDONALD,
President Moon Motor Car Com-
pany and the Diana Motors
Company

ST. LOUIS, April 8.—A decade ago the roadster was the open sesame for sportsmanship where motor cars were concerned, both as regarded young men and women and those men and women who retained their youth through participation in such youthful sports as motoring, golf, tennis, and so forth.

The roadster enjoyed immense popularity during those days, but there came a day when its popularity waned and its place was largely taken by a closed car of more conservative lines, an all-weather car. In fact, the demand for a closed car brought about the creation of a number of forms of the closed roadster, some of which were the coupe, the brougham, and the cabriolet roadster, all of these being of from two to five passenger capacity and adapted for both sport and business purposes.

Youth's demand for speed and for new ideas, ultra-modern refinements, and advanced, down-to-the-minute improvements, has resulted in the bringing back of the smartest of the open type of cars, the roadster. I think I may safely say that the roadster, while well adapted to the needs of business and professional men for quick trips where ease of handling and parking are paramount, is a most suitable car, but as the car of youth, of sports, of freedom and of carefree pleasure, the roadster is supreme!

Youth Demands Open Car

The closed car as the car of youth had its fling for a number of years; then there came a new era, the day of youth, and with it came the desire, followed almost immediately by youth's impatient demand for an open car, a thing of beauty, something to be proud of, a jaunty boat of freedom, of wide-openness, of sustained power and of simplified, safe control.

It has been said that golf, the grand old game and formerly the sport of millionaires only, is an old man's game, but the immense popularity of golf evidenced by the thousands of young men, as well as mature men who have taken up this sport, has forever killed any such idea. This intense interest in golf in recent years has necessitated the creation of a motor car that meets the demands of young sportsmen for an automobile that will get them to the golf links or elsewhere quickly and with the least possible tax on their patience. The roadster has filled this requirement as no other car ever has or could do, as this car seating normally two passengers in the front compartment will easily seat five passengers in comfort, three in the front compartment and two in the fully upholstered rumble seat in the rear compartment.

Then the roadster, the golfers' car, has a roomy locker for golf sticks amidsthips between the front compartment and the rear compartment, the door of which lets down, forming a convenient step for entry to the rumble seat.

Sportsmen Favor Roadster

The roadster answers in a far greater degree than does any other type of automobile the growing desire on the part of sportsmen for an all-the-year-round car. The curtains and the well tailored cape top of the modern roadster make this car virtually a closed car in inclement weather.

The immense popularity of this car at the California beaches and at the Southern beaches during the

Dealer Activities

McLEAN IN ACTIVE CHARGE OF GLENDALE DEALERSHIP

Glendale, Cal., April 8.—Several changes have occurred in the R. A. McLean Motor Sales Company, dealer in Peerless, Oldsmobile and Star cars. Mr. McLean, capitalist, who has heretofore taken only a moderately active part in the auto sales business, has assumed the sales management for the company in connection with his office of president. O. E. Cody, sales manager for more than a year, has resigned to join the sales organization of John P. Wheeler, subdivider of Los Angeles. J. J. O'Donnell has been added to the McLean sales staff.

CHANGE OF OWNERSHIP IN HOUSTON DEALERSHIP

Houston, Tex., April 8 (U. T. P. S.).—The Armor Motor Company, Ford and Lincoln dealership here, has been sold to Hickman Garrett and the name of the company changed to the Hickman Garrett Motor Company. Hickman Garrett is president and general manager of the company. S. B. Caya is sales manager. The new company maintains its Ford division at Louisiana and Preston Streets

past several months is strong evidence of the successful way in which it is meeting the above demand. In Florida particularly this winter the roadster outnumbered all other cars as the popular sport car of America's multi-millionaire colony at Palm Beach and at Miami. The comeback of the roadster, and it surely has come back, may be regarded as a frank expression of the trend in open cars today.

In keeping with youth's demand for a car of snappy lines, snug comfort, great motive power, simplified control and safety, the Moon Motor Car Company, builders of the Diana Light Straight Eight, has equipped the Diana roadster with the very newest and thoroughly tested improvements at regards speed, elimination of vibration, safety, power and the pride appeal as evidenced in the new body finishes.

The equipment of the Diana roadster includes nickel plated headlights and cowl lights of a strikingly beautiful design; door handles of chased silvered design, silvered body rails on the rear deck, let-down door in rear compartment on the right side of the car, Lockheed four-wheel hydraulic brakes, the new cam and lever type of steering gear, one-piece ventilating windshield, overhead cowl ventilator, a new device, a light control lever located on the head of the steering column, simplified instrument board with all instruments grouped under one oval panel and an indirect lighting system for this panel which eliminates glare. The removable gypsy curtain at the rear and other innovations, such as the entirely removable Burbank top, conform to youth's demand.

Duco Body Finish

The body finish is a Duco combination of moleskin and beige, the upper portion of the body and the back of the rumble seat being finished in moleskin. The lower panels are finished in Russian tan, while the beveled edge of the dividing line between the upper body and the lower panels is striped with green, as are the hood louvers. Fenders and dust aprons are finished in black enamel. Wheels are finished in natural wood, varnished. The upholstery is of genuine leather, gray, mottled design. In front compartment and rumble seat.

Special features are an entirely removable well-tailored cape top; a removable gypsy curtain which makes communication between the front and rear seats easy; a commodious rumble seat and rear compartment, and two aluminum steps which afford easy entrance and exit to and from the rumble seat.

and its Lincoln division at 2300 Main St.

OPENS USED CAR STORE IN CENTRALIA, WASH.

Olympia, Wash., April 8.—A. W. Dah, former Tacoma automobile dealer, has just opened a used car market at the corner of Oak and West Main Streets, Centralia.

NEW MOON DEALER NAMED IN CHICAGO

Chicago, April 8.—W. G. Northrup, manager of the Chicago branch of the Moon Motor Company, announces the appointment of the Lewis Brothers Motor Car Company as new dealer in the Chicago territory. The company maintains stores at 3942 Irving Park Boulevard and 3942 Lincoln Ave.

BUYS FORD AND LINCOLN DEALERSHIP IN PARIS, TEX.

Henderson, Tex., April 8 (U. T. P. S.).—Jesse B. Alford of the Alford Brothers Motor Company here, has just bought the Ford and Lincoln dealership in Paris, Tex., and gone there to operate the business. The Alford Brothers company has the Ford and Lincoln dealership for this county.

CHEVROLET DEALER BUYS ANOTHER ESTABLISHMENT

Seattle, April 8.—W. D. Lord, Chevrolet dealer at Chehalis, has just purchased the Bowes Chevrolet Company at Centralia and will conduct both places. J. Syler, formerly sales manager for the St. John Motor Company, Chehalis, has been selected to manage Mr. Lord's Centralia establishment.

PATTERSON SOLE OWNER OF OKLAHOMA DEALERSHIP

McAlester, Okla., April 8.—Moss Patterson has purchased the interest of his partner, J. D. Jones, in the Jones-Patterson Motor Company here. The new firm will be operated under the name of the Patterson Motor Company at McAlester and Hartshorne, and the Wewoka Motor Sales Company at Wewoka. The company handles the Ford, Lincoln and Fordson.

Personal Items

MARQUIS SALES HEAD

Des Moines, Ia., April 8.—David Marquis has just joined the Central Iowa Motors Company, 1421 Locust St., as salesman. He was formerly in business at Lafayette, Ind., and is a graduate of Iowa State College, at Ames.

TOWNSEND PROMOTED

Long Beach, April 8.—Glenn E. Thomas, president of the Glenn E. Thomas Company, Studebaker dealer, has just appointed J. R. Townsend as business manager of the organization. Townsend joined the Thomas Company in 1922 as manager of the San Pedro branch, coming here from Des Moines, Ia., where he was a distributor.

CLAAR LEAVES AUTO FIELD

Moline, Ill., April 8.—C. C. Claar has just resigned as Moline manager of the Horst & Strieter Company, Ford dealer, and announced that he will engage in the real estate business at Asheville, N. C., with his father, Calvin Claar.

DINGLEY IN LOS ANGELES

Los Angeles, April 8.—Bert Dingley, former famous automobile race pilot, now service manager for the Stutz Motor Car Company of America, has arrived here on a 7,000-mile trip through the Middle West and Pacific Coast, driving a new Stutz vertical eight five-passenger sedan.

PALMER DEPT. MANAGER

Salt Lake City, April 8.—The United States Rubber Company's local branch has appointed M. E. Palmer, tire salesman here, as manager of its tire department.

GASOLINE TAX IN VA. YIELDS \$240,000

Richmond, Va., April 8 (U. T. P. S.).—Approximately \$240,000 has been received by the Virginia state motor vehicle department to date from the February gasoline tax compared with \$192,000 for February of last year, it has been announced by Commissioner James M. Hayes, Jr.

This money was obtained largely from the 3-cent tax, since the 4½ cent levy did not become effective until March 11.

Incorporations

MASSACHUSETTS

Boston, April 8 (U. T. P. S.).—The secretary of state has just granted incorporation to the following automotive concerns:—East Milton Taxi Company, Milton; to operate taxicabs; 1,000 no par value shares; Raymond C. Kelley, Milton; Robert R. Duncan, Cambridge; Leonard Wheeler, Jr., Worcester. Auto Traders Exchange, Inc., Boston, \$50,000; general garage and automobile business; Fay Burnham and Hurt Burnham, both of Boston, and Louis F. Rubinovitz, Dorchester. Darling's Garage, Inc., Amherst, \$50,000; garage business; Herman E. Darling, Ernest L. Cook, Jr., both of Amherst, and Francis I. Gallagher, Springfield. David A. Feinstein, Inc., Worcester, \$25,000; automobiles and motors; David A. Feinstein, Charles F. Campbell and James C. Donnelly, all of Worcester. Braica Nash, Inc., Marlboro, \$6,000; automobiles; Anthony J. Braica, Felix Braica and Albena Braica, all of Marlboro. Middlesex Oil Corporation, Boston; oil; 1,000 no par value shares; Henry B. Leighton, Cambridge; Porter S. Abbott, West Somerville, and James H. Burns, Boston. The Carl S. Burrell Auto Company, Rockland, \$75,000; automobiles; Carl S. Burrell, Perry L. Burrell and John L. Burrell, all of Rockland.

WASHINGTON

Olympia, April 8.—New Washington automotive incorporations include the following:—Valley Chevrolet Company, Puyallup, \$14,300; amendment changing name to Puyallup Valley Chevrolet Company. Viking Oil Engine Company, Seattle, \$30,000; P. H. Stroud, George C. Folger, W. H. Allen, R. Graef and S. M. Green. Washington Oil Producers, Seattle; \$60,000; Ed T. Friedrich, Roy West, E. A. Hartley, Charles Carskadden and Frank Pratt. Hyland Transportation Company, Yakima, \$10,000; Arthur J. Theis, J. B. Bannerman and George H. Clark; auto freight.

Improvements

TO MOVE NEXT WEEK

Chicago, April 8.—The Jeffersonson Park Motor Sales, now at 5434 Higgins Road, will move into a new building at 4869 Milwaukee Ave. on April 15. A. R. Hachmeister is the proprietor.

IN NEW QUARTERS

Minneapolis, April 8.—The A. J. Ringsrud Company, distributor of oil equipment supplies, has moved into larger quarters at 91 11th St. S., with offices, display room and automobile parking facilities.

NASH-AJAX HOME RISING

Madison, Fla., April 8.—C. A. Blalock, Nash and Ajax dealer here, is building a brick showroom and shop next to his former location. The structure is to be of brick, 60 feet front by 120 feet deep, and is to have a plate glass front on Range Street.

DEALER ERECTING STATION

Adel, Ga., April 8.—J. A. Faucett, local automobile dealer, is constructing a brick structure at 5th Street and the national highway, which will be used as a service station and automobile sales building.

BRICK ADDITION PLANNED

Bridgeport, Conn., April 8.—The Bridgeport Chain Company of this city has just been granted permission to build a one-story brick storage warehouse addition to the present plant on Crescent Avenue.

ERECTING SALES BUILDING

Piketon, O., April 8 (U. T. P. S.).—W. L. Armentrout has awarded a contract for the erection of a one-story salesroom and garage on Main Street here, which will be completed about June 1 and occupied by him for the sale of several lines of automobiles. The garage will be 40 by 110 feet and of fireproof construction.

WATCH THIS LIST GROW

Advertisers Who Use the Automotive Daily News

Advertising Service
Ambu Engineering Institute
Apex Sub Carburetor Co.
Auburn Automobile Co.
Ant-O-Lantern Co.
Automobile Business Bureau
Automotive Rotary Lift Co.
Bear Mfg. Co.
Bendix Brake Co.
Benj. Van Why Body Co.
Blis-Blaze Specialty Co.
Bonney Forge & Tool Co.
Baick Motor Car Co.
Byrne-Kingston Co.
Cadillac Motor Car Co.
Chassis Lubricating Co.
Chevrolet Motor Co.
Clark Equipment Co.
Continental Motors Corp.
Dansville Trunk Corp.
Dayton Steel Foundry Co.
Dodge Brothers
Dunlop Tire & Rubber Co.
Durant Motors, Inc.
Ezzer Mfg. Co.
Elcar Motor Car Corp.
Electric Auto Lite Co.
Elks Magazine
F. B. Stearns Co.
Federal Truck Co.
Fisher Body Corp.
Flint Motor Car Co.
Franklin Automobile Co.
Friend Manufacturing Co.
General Motors Corp.
Glette Autoparts Co.
Hampton Auto Top Mfg. Co.
Hardie Mfg. Co.
Hayes Wheel Corp.
Herman Tire Bldg. Mach. Co.
Hewitt Rubber Co.
Household Magazine
Hupp Motor Car Corp.
Hyatt Roller Bearing Co.
Improved Gauge Corp.
John Warren Watson Co.
J. H. Newmark, Inc.
Juhasz Carburetor Co.
Kellogg Mfg. Co.
Locomotive Co. of America
Manhattan Insulated Wire Co.
Moon-Diana Motor Car Co.

Morris R. Machol
Morse Chain Co.
Moto-Meter Corp.
Murray Body Corp.
Nestler Rubber Fusing Co.
New Departure Mfg. Co.
Nichols-Lantern Co.
No-Carb Sales Co.
Oakland-Pontiac Motor Car Co.
Olds Motor Works
Owen Dyneto Corp.
Paige-Detroit Motor Car Co.
Peerless Motor Car Corp.
Pierce-Arrow Motor Car Co.
Pines Winterfront Co.
Portland Cement Association.
Rainbo Accessories Co.
Rawlings Co. of America, Ltd.
Rickenbacker Motor Co.
Roffman Rim Co.
Rognon Mfg. Co.
Ross Gear & Tool Co.
Sartometer Sales Co.
Schutte Body Co.
Simoniz Co.
Simplex Piston Ring Co.
Spicer Mfg. Co.
Splitdorf Electrical Co.
Spring Equipment Corp.
Staynew Filter Corp.
Stewart Motor Corp.
Stutz Motor Car Co. of America
Sun Oil Co.
Swan-Haverstick, Inc.
Terstedt Mfg. Co.
U-Kan Plate Corp.
United Sales, Inc.
Universal Automotive Sales Co.
U. S. Light & Heat Corp.
Van Wheel Corp.
Velle Motors Corp.
Vulcan Auto Parts Co.
W. L. Rowe, Inc.
Weisman Luggage Mfg. Co.
Wills Sainte Claire, Inc.
Willys-Overland, Inc.
Wire Wheel Corp. of America
Wisconsin Parts Co.
Wise Industries
White Motor Co.
Wonderlamp Co.

Financial News of the Automotive Industry

NASH QUARTERS NET \$4,137,508

President Expects Record Business in Next Three Months

KENOSHA, Wis., April 8.—The Nash Motors Company reports for the first quarter of its fiscal year, covering the period up to February 28, 1926, a consolidated net income of \$4,137,508, as compared with \$3,099,293 in the corresponding period of the previous year.

The net includes the operations of the Nash subsidiary, the Ajax Motor Company, and is after deductions for factory expenses and local and Federal taxes. The increase was about in line with expectations and reflects the improvement in the company's business.

Reports on retail deliveries of cars during the last three weeks from distributors throughout the country indicate that this period was the busiest in the company's history. In the same period stocks of used cars declined 20 per cent., providing additional proof that consumer buying is increasing rapidly, according to President C. W. Nash.

Mr. Nash expressed his confidence in the future, declaring that he saw "nothing except conditions of good business which justify an attitude of sound and healthy optimism on the part of men in nearly all lines of commerce and industry." He said he looked forward to the next three months as the most prosperous since the company was organized.

Invests in Berlin Accessory Concern

Philadelphia, April 8.—The Edward G. Budd Manufacturing Company of Philadelphia has acquired 49 per cent. of the capital stock in the newly organized Ambi-Budd Presswerke, G. M. B. H., of Berlin, a concern formed to manufacture automobile bodies and accessories, according to Moody's Investors' Service.

The new company has a paid-up capital of 7,500,000 marks, equivalent to \$1,785,000, the report says. After \$874,650 of the capital taken by the Budd Company, the remainder was subscribed by the Ambi Company of Berlin. Ten members comprise the directorate, four of whom represent the Philadelphia interests.

See Packard Profiting From Price Reduction

New York, April 8.—The Packard Motor Car Company is beginning to enjoy the fruits of its drastic price reduction of January, 1925, according to Dow, Jones & Co., in commenting on the company's earnings statement for the six months ended February 28, 1926.

"No move in the company's long and successful history appears to have been so productive of sustained results," it pointed out. "Net profits after all deductions available for common dividends for six months ended February 28, 1926, were 2.4 times those of the corresponding six months of preceding fiscal year; the figures were \$8,002,358 against \$2,954,745, an increase of 180 per cent. Sales, however, for the two periods com-

Packard to Increase Dividend, Is Belief

New York, April 8.—According to well-informed banking opinion, the Packard Motor Car Company is considering the payment of either an extra dividend of \$1 a share or the placing of the stock on a \$3 basis at the next meeting of directors. The present annual dividend rate is \$2. Earnings of the company warrant an increase, it is pointed out.

FIND NO SIGNS OF SATURATION

Figures on Motor Registration Cited as Evidence

New York, April 8.—Figures on the increasing registration of automobiles in various states, particularly in California, are cited by Dow, Jones & Co., as evidence that no prospect is in sight of country-wide saturation.

"California," says this agency, "has one motor vehicle for every 2.9 persons in the state, according to latest registration figures. Notwithstanding this, more cars were probably sold in California during 1925 than in any other state, with the exception of Illinois and New York, as the increase in registration was larger. Both Illinois and New York rank among the first five states in automobile registrations, with a total in excess of 1,000,000 cars each. New York being first with 1,625,583 and Illinois fifth with 1,263,177.

"There is apparently no prospect in sight of country-wide saturation for some years to come, so long as registrations continue to increase in California, which now has the densest automobile population. If the country as a whole had an automobile density equal to California's, there would be between 30,000,000 and 35,000,000 automobiles registered, instead of 20,000,000. The average registration in the United States was one car for every 5.8 persons.

"On the basis of present population, the country's automobile factories, to reach a registration of one car to every three persons, could continue to operate for at least six years at last year's volume, provided replacements of worn-out cars were no heavier than in 1925 and exports were no larger; for last year the increase in registration was only 2,360,670 vehicles against total output in excess of 4,300,000."

RANGE OF AUTOMOTIVE STOCKS

NEW YORK STOCK MARKET									
Previous, 1925	High	Low	Div.	Symbol	Sales	High	Low	Close	Net Change
18 1/2	10	9 1/2	3	Advance Rumely	100	12	12	12	0
6 1/2	49 1/2	49	3	Advance Rumely pf.	300	51	51	51	0
16 1/2	9 1/2	9	3	Ajax Rubber	300	10 1/2	10 1/2	10 1/2	0
94 1/2	7 1/2	7	6	Allis-Chalmers	300	84	83 1/2	84	0
110 1/2	105 1/2	105	7	Allis-Chalmers pf.	500	105	105	105	0
34 1/2	19 1/2	19	1	Am. Bosch Magneto	400	22 1/2	22	22	0
16 1/2	12 1/2	12	1	Am.-La France	200	13 1/2	13 1/2	13 1/2	0
37 1/2	28 1/2	28	3	Briggs Mfg. Co.	4,400	29 1/2	29	29 1/2	0
45 1/2	32 1/2	32	4	Chandler Motor	1,200	35 1/2	35	35 1/2	0
54 1/2	23 1/2	23	3	Chrysler Corp.	18,900	35	34 1/2	35	0
108 1/2	93 1/2	93	8	Chrysler Corp. pf. A	400	102	101 1/2	101 1/2	0
13 1/2	10 1/2	10	30	Continental Motors	1,200	11 1/2	11	11 1/2	0
47 1/2	29 1/2	29	7	Dodge Bros. A.	6,000	33 1/2	32 1/2	32 1/2	0
88 1/2	82 1/2	82	7	Dodge Bros. pf.	400	83 1/2	83 1/2	83 1/2	0
32 1/2	24 1/2	24	2	Eaton Axle & Spring	11,500	29	29	29	0
79 1/2	71 1/2	71	5	Electric Star, Battery	1,000	77 1/2	77	77 1/2	0
108 1/2	93 1/2	93	8	Electric Auto-Lite	100	66	66	66	0
21 1/2	14 1/2	14	54	Fifth Ave. Bus.	100	19	19	19	0
105 1/2	85 1/2	85	5	Fisher Body	800	90 1/2	90	90	0
26 1/2	14 1/2	14	7	Fisk Rubber	9,000	18 1/2	17 1/2	18 1/2	0
84 1/2	79 1/2	79	7	Fisk Rubber 1st pf stpd	200	79 1/2	79 1/2	79 1/2	0
42 1/2	29 1/2	29	3.75	Gabriel Snubber	1,500	35	34	35	0
159 1/2	133 1/2	133	12	General Motors	21,400	121 1/2	120 1/2	120 1/2	0
115 1/2	113 1/2	113	7	General Motors 1st pf	300	114	114	114	0
25 1/2	18 1/2	18	2	Glidden Co.	2,200	22	21 1/2	21 1/2	0
70 1/2	62 1/2	62	4	Goodrich Co.	7,100	59 1/2	57 1/2	59 1/2	0
109 1/2	94 1/2	94	7	Goodyear T. & R. pf.	300	102 1/2	102 1/2	102 1/2	0
46 1/2	34 1/2	34	2	Hayes Wheel	1,100	39 1/2	38 1/2	39 1/2	0
123 1/2	69 1/2	69	1	Hudson Motor Car	26,600	79 1/2	78 1/2	79 1/2	0
82 1/2	61 1/2	61	1	Hupp Motor Car	3,700	22 1/2	21 1/2	21 1/2	0
24 1/2	18 1/2	18	2	Indian Motorcycle	200	21	21	21	0
66 1/2	37 1/2	37	3	Jordan Motor Car	1,900	45	43 1/2	43 1/2	0
21 1/2	14 1/2	14	3	Kelly-Springfield	1,300	16 1/2	16 1/2	16 1/2	0
126 1/2	98 1/2	98	6	Kelsey Wheel	600	107 1/2	105 1/2	105 1/2	0
14 1/2	8 1/2	8	3	Lee Rubber & Tire	300	10 1/2	10 1/2	10 1/2	0
159 1/2	133 1/2	133	12	Mack Trucks	6,800	113 1/2	110 1/2	111 1/2	0
112 1/2	109 1/2	109	7	Mack Trucks 1st pf	500	109 1/2	109 1/2	109 1/2	0
33 1/2	27 1/2	27	2	Marlin Rockwell	100	29 1/2	29 1/2	29 1/2	0
21 1/2	18 1/2	18	2	Martin Parry	200	19 1/2	19 1/2	19 1/2	0
37 1/2	28 1/2	28	3	Moon Motors	1,500	32 1/2	31 1/2	31 1/2	0
53 1/2	36 1/2	36	3.60	Motometer A.	1,000	40 1/2	40 1/2	40 1/2	0
57 1/2	24 1/2	24	2	Motor Wheel Corp.	600	27 1/2	27 1/2	27 1/2	0
15 1/2	8 1/2	8	3	Murray Body	1,100	10	10	10	0
66 1/2	52 1/2	52	3	Nash Motors	14,500	59 1/2	58 1/2	58 1/2	0
22 1/2	14 1/2	14	3	Omnibus Corp.	1,800	18 1/2	17 1/2	17 1/2	0
43 1/2	31 1/2	31	2	Packard Motor Car	22,100	37 1/2	35	36 1/2	0
28 1/2	18 1/2	18	1.80	Paige-Detroit Motor	2,800	21 1/2	20 1/2	20 1/2	0
43 1/2	28 1/2	28	3	Pierce-Arrow	8,200	27 1/2	26 1/2	26 1/2	0
108 1/2	94 1/2	94	7	Pierce-Arrow pf.	800	92 1/2	90 1/2	90 1/2	0
21 1/2	18 1/2	18	2	Spicer Mfg. Co.	6,000	23 1/2	22 1/2	22 1/2	0
92 1/2	70 1/2	70	6	Stewart-Warner Speed	4,500	78 1/2	76 1/2	77 1/2	0
61 1/2	50 1/2	50	5	Studebaker Co.	8,000	54 1/2	53 1/2	53 1/2	0
56 1/2	41 1/2	41	3	Timken Roller Bear	1,200	50 1/2	50 1/2	50 1/2	0
88 1/2	61 1/2	61	3	U. S. Rubber	24,500	70 1/2	69 1/2	69 1/2	0
104 1/2	101 1/2	101	3	U. S. Rubber 1st pf	200	106 1/2	105 1/2	105 1/2	0
90 1/2	60 1/2	60	4	White Motors	6,600	66 1/2	65 1/2	65 1/2	0
34 1/2	21 1/2	21	7	Willis-Overland	43,700	25	24 1/2	24 1/2	0
99 1/2	91 1/2	91	7	Willis-Overland pf.	200	95 1/2	95 1/2	95 1/2	0
22 1/2	23 1/2	23	.75	Yellow C. & T. B.	1,400	26 1/2	26	26 1/2	0

(The above table shows Wednesday's automotive stock movement, complete.)

CHICAGO									
Sales	High	Low	Last	Net	Sales	High	Low	Last	Net
200 Auburn Auto	49 1/2	49 1/2	49 1/2	0	7600 Auburn	51 1/2	48 1/2	50 1/2	0
1500 Durant Mot	7 1/2	6 1/2	6 1/2	0	110 Hupp	22 1/2	22	22 1/2	0
800 Paige Mot	5 1/2	5 1/2	5 1/2	0	475 Reo	22 1/2	21 1/2	21 1/2	0
300 Fed Mot Tk	42 1/2	41 1/2	42 1/2	0	2000 Stew-War	78 1/2	76 1/2	77 1/2	0
100 Franklin Mf	25 1/2	25	25 1/2	0	10 Yel Tr C. B.	26 1/2	26 1/2	26 1/2	0
1800 Goodyear T	35 1/2	34	35 1/2	0					
800 Reo Motor	21 1/2	21 1/2	21 1/2	0					
500 Stutz Motor	22 1/2	22 1/2	22 1/2	0					
200 U S L&H pf	6 1/2	6 1/2	6 1/2	0					
500 U S Rub Rec	17 1/2	17 1/2	17 1/2	0					
6100 Yel Taxi NY	17 1/2	17 1/2	17 1/2	0					

Current Commodity Prices

New York, April 8.—A decline of \$1.50 a ton in the price of pig iron promises to be reflected to a slight extent in the price of steel products, although no reductions have been announced as yet. The crude rubber market remains weak, largely as a result of easy conditions in London. The demand is very light. The petroleum market shows little change. A slackening in the expert demand for gasoline is reported.

STEEL PRODUCTS									
Semi-Finished—Gross Tons									
Billets, re-rolling	11.00a	10.00a	10.00a	10.00a	10.00a	10.00a	10.00a	10.00a	10.00a
Billets, forging	11.00a	10.00a	10.00a	10.00a	10.00a	10.00a	10.00a	10.00a	10.00a
Steel bars (hot rolled)	2.00a	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10
Plates (hot rolled)	1.90a	1.95	1.95	1.95	1.95	1.95	1.95	1.95	1.95
Blue annealed sheets	2.40a	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Black sheets	2.25a	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35
Auto body	4.40a	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50
Sheet piling	2.40a	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Cold rolled strip	2.90a	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Hot rolled strip	2.30a	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40
Pig iron, Basic	19.00a	19.50	19.50	19.50	19.50	19.50	19.50	19.50	19.50
Valleys	19.00a	19.50	19.50	19.50	19.50	19.50	19.50	19.50	19.50
Eastern Pennsylvania	22.00a	22.50	22.50	22.50	22.50	22.50	22.50	22.50	22.50

IRON AND STEEL SCRAP									
(Buying prices, f. o. b. New York)									
Heavy melting steel	12.00a	13.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00
Machine shop turnings	10.00a	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50
Cast iron borings	10.00a	10.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50
No. 1 cast scrap	16.00a	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00

MILL PRODUCTS									
Base prices, cents per pound, f. o. b. mill.									
High brass sheets	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Copper, in rolls	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Zinc, spot, New York	7.52 1/2	7.52 1/2	7.52 1/2	7.52 1/2	7.52 1/2	7.52 1/2	7.52 1/2	7.52 1/2	7.52 1/2
Lead, spot, New York	8.20a	8.20a	8.20a	8.20a	8.20a	8.20a	8.20a	8.20a	8.20a
Aluminum, virgin 98a99%	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2